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THE SALT LAKE HERALD.

SALT LAKE CITY, UTAH, THURSDAY, AUGUST 15, 1907 10 Pages. Price, Five Cents.

The circulation list, like the wayward husband at 3 a. m., has a lot to explain, and his tongue is tied.—Rusty Mike's Diary.

ROOSEVELT WILL NOT TAKE A HAND IN FIGHT

Boards of Trade Throughout the Country Ask the President to Settle Strike of Telegraphers.

Locally the Situation Has Not Changed, but Wires Are Alleged to Be Humming East of the Mississippi.

Kansas City, Mo., Aug. 14.—The board of trade this afternoon ordered the following message sent to President Roosevelt at Oyster Bay:

"The deadlock between the telegraphers and their employers is a national calamity, demanding an immediate settlement of the differences at issue. In this emergency we must respectfully urge you to use your best endeavors to bring about a settlement.

(Signed) "THOMAS J. BROADNAX, President."

Oyster Bay, Aug. 14.—President Roosevelt will not concern himself personally with the telegraphers' strike, according to the best information obtainable here tonight.

Appeals to the president to take some action looking to a settlement of the strike were received at the executive office here today from boards of trade and commercial bodies of a large number of cities. The applications were similar in character to those formulated yesterday by the Chicago board of trade. Each emphasized the importance of the direct action by the president. The communications have been referred to Commissioner of Labor Charles P. Neill. It is understood that no instructions or recommendations have followed to Mr. Neill. From the first Mr. Neill has been active in an endeavor to effect a settlement of the trouble. It is stated here that he has as yet made no report to the president, nor has he received messages from Mr. Roosevelt touching upon the matter in hand. Mr. Neill's movements, however, have been closely followed, and while the direct statement is not made, the impression is given that in Mr. Neill's efforts the administration considers that the limit of its functions and authority in the matter is being exercised.

The general strike order expected by the local union in connection with the telegraphers' trouble was not received in Salt Lake yesterday, but President Paine of the local union says it may come at any time. Sam Small, the international president, will be in Chicago today, and there he will meet representatives of the Order of Railway Telegraphers with reference to the position of that order in regard to the communication. It is expected that something new in the situation to speak of. The Postal officials say they are handling their business fairly and satisfactorily with the force they have, being open to Denver and other outlets and receiving Associated Press bulletins in summarized form.

TROUBLE ON THE O. R. & N.

Threat Made to Call Out the Telegraphers on the Railway.

(Special to The Herald.)
Portland, Aug. 15.—A committee waited upon Superintendent of Telegraph Kippel yesterday and today. Every man in the union was permitted to work in the Western Union office, as it is alleged they had been doing, in connection with the Oregon Railway & Navigation company's lines run from Huntington to the east to Portland, a distance of 400 miles as the crow flies. There are branches—important ones, too—north from Umatilla and Pendleton into the west country of Washington and Spokane. The Dalles, Umatilla and Huntington are the chief telegraph offices on the system.

"We will probably hear something further tonight (Thursday)," said one of the operators. "I think we will go out to a man on the entire line if Kippel insists on sending his men into the Western Union—they would refuse to work with the men in 'L' office."

NOT SO MUCH IN SIGHT.

Million-Dollar Strike Fund of Railway Telegraphers Doubtful.

Kansas City, Aug. 14.—Cal E. Kyle, chairman of the grievance committee of the local branch of the Commercial Telegraphers' union, declared that the Order of Railway Telegraphers had tendered to the commercial men now on strike their \$1,000,000 reserve fund.

The official record of the proceedings of the biennial session of the railroad telegraphers, held at Minneapolis, May 1 last, however, shows that, according to the report of L. W. Quick, grand secretary-treasurer of the Order of Railway Telegraphers, the union has no such fund available to aid an allied union. As a matter of fact the report of Secretary-Treasurer Quick shows that the protection fund on March 21, 1907, showed a balance on hand of only \$22,404.37.

The report of Mr. Quick did show that his order had a total of \$129,284 on hand March 21, 1907, in the general fund of the order, but this would not appear to be available for use in aiding allied unions. The members of the order of Railway Telegraphers cannot be assessed without a referendum vote, a majority of the members voting for the assessment. To take a referendum vote of 3,000 members would be a big task and would consume several weeks' time.

Force Is Increased.

The Western Union had two more men than it had Tuesday, and claims to be moving business as fast as five men can move it.

Formerly the force in the Western Union was fifty. The manager and the chief operator are working wires in the Western Union.

Officials are also working wires in the Postal, where the district superintendent, the manager and the two chief operators are at work. Both companies claim to be moving business to their capacity.

Yesterday forenoon Harry Dod, agent of the Associated Press in Salt Lake, and the operators employed by the Associated Press in this city, held a meeting in the Associated Press offices.

"There was no official business," said Mr. Dod, "save that there was pay com-



Elected.

GRAFTERS LOSE SAN FRANCISCO RUTHLESS RULE OF THE JAPANESE POPE COMPANY GOES UP FLUME

Better Element in Control of Both Democratic and Republican Parties.

San Francisco, Aug. 14.—The primary election in this city resulted in a sweeping victory for the Republican or Ryan ticket, which stood for earnest support of the bribery graft prosecution and the present mayor and board of supervisors. The opposing party, led by Postmaster Fiske, made a sorry showing, electing not more than nineteen delegates to the party convention, which will consist of 149 members. The result was a notable triumph for the reform element.

The regular Democratic or McNabe ticket was victorious and will control the nominating convention by a large majority.

The representatives of the better element of the Union Labor party cast a majority of their votes in favor of McCarty and the Schmitz organ. The element opposed to the bribery graft prosecution will control the labor convention, but whether or not ex-Mayor Schmitz friends will go so far as to renominate him is problematical.

The victory of the Ryan Republicans means but one thing—practical support of the bribery graft prosecution and in all likelihood the renomination of Attorney Laugher, who, it is privately understood, will be backed by McNabe also.

Senator Stone of Missouri Says Government of Korea Is Military Despotism.

Seoul, Korea, Aug. 14.—Senator William J. Stone of Missouri, who spent a week investigating the Korean situation, was received in audience today by the emperor and the retired emperor under Marquis Ito's chaperonage. Senator Stone, in summing up the situation, said:

"From a Korean standpoint the situation is pathetic. For the first time in my life I have seen the mailed hand of a foreign power raised ruthlessly over a conquered people. One emperor has been forced to abdicate to make place for a weakling and his son. The emperor is imprisoned by his captors. There is an armed Japanese force about the palace, and Koreans are denied the right of access or communication with the ruler. The bidding of Marquis Ito, and who dare not show themselves in the streets of Seoul without a Japanese military guard."

Manufacturers of Bicycles and Automobiles Unable to Raise Money to Do Business.

Hartford, Conn., Aug. 14.—Albert L. Pope has been appointed receiver for the Pope Manufacturing company. It is understood the embarrassment was precipitated by the condition of various subsidiary concerns. The receiver is a son of Colonel A. A. Pope, and the McManus-Kelly company of Toledo are the applicants for the receivership. Counsel for the receiver stated that the receivership is the outcome of rigid money conditions and added that the assets amount to many times the liabilities.

The Pope company has manufacturing plants in England, Westfield, Mass., and Hagerstown, Md. The value of the company's property here is given at \$3,300,000. The McManus-Kelly company claims damages of \$500,000.

CIVIL SUITS ARE BROUGHT

Government Trying to Get Action on Two Wyoming Men for Illegal Fencing.

(Special to The Herald.)
Cheyenne, Aug. 14.—Two more civil suits have been instituted in the United States district court here by the federal authorities against Laramie county stockmen for the illegal fencing of public land. The suits are the result of about a dozen cases of this kind which have been filed and in many instances the defendants in the civil suits may be made defendants in criminal prosecutions to be brought before the next federal grand jury.

In the latest suits brought the defendants are James Dolan, the Pine Bluffs ranchman, and Charles Hirsig, living six miles northwest of Cheyenne on Crow creek. Dolan is alleged to have 200 acres of public land enclosed and Hirsig is charged with illegally fencing 6,500 acres adjacent to Cheyenne on the northwest.

In both cases the petition demands the demolition of the illegal fences and asks for an injunction to perpetually restrain the defendants from rebuilding.

RIGHT BASED ON MIGHT.

"The purpose of the Japanese is to appropriate Korea and make it a gateway for encroachment upon China. The Chinese policy of Japan is one of territorial and commercial aggrandizement, and this policy Japan is carrying forward with a ruthlessness unexampled in modern times. Right is based on might, while the world looks on indifferently. But history is surely being made here which in its ultimate and intended consequences reaches far beyond the confines of this country and involves far more than the destiny of this unhappy empire. Some day there will be, there must be, a reckoning."

HOT FIGHT FOR CHIEF.

Annual Reunion of the Veterans of the Filipino War.

Kansas City, Aug. 14.—The time of the delegates to the annual reunion of the Army of the Philippines today was taken up with business matters. The delegates late in the day will consider the report of General Greene, favoring the holding of the next gathering in Manila. The election will take place tomorrow. There is a hot fight on for the office of commander-in-chief. The leading candidates are General J. Franklin Bell, who is in the lead; General S. M. B. Young and Harrison Gray Otis of Los Angeles.

BOMB FOR LORD ASHTOWN

Sleeping Apartments Shattered, but the Intended Victim Escaped All Harm.

Clovel, Ireland, Aug. 14.—Lord Ashtown narrowly escaped being a victim of a treacherous would-be murderer's bomb. The apartment where he was sleeping was shattered by a bomb explosion early this morning. His lordship was miraculously unharmed. The explosion is attributed to political agitators who have threatened Lord Ashtown in the past. The scene of the outrage was Glenbury lodge, his lordship's residence.

TAFI AT HIS DESK.

Washington, Aug. 14.—Taft arrived here this morning. He immediately plunged into a mass of accumulated business to be handled before his departure for the west Sunday.

JOB FOR PATRIOT.

Oyster Bay, Aug. 14.—President Roosevelt has appointed Nathan Jaffa secretary of New Mexico, vice J. W. Reynolds, resigned.

JAPS IN BRAZIL.

Rio Janeiro, Aug. 14.—The government has sanctioned the establishment of three Japanese settlements in the state of Rio Janeiro.

COAL MINES ARE BEING OPENED

Independent Company in Carbon County Will Enter Field Within Next 60 Days.

STEPHEN LOVE PRESIDENT

OTHER SALT LAKERS INTERESTED NEAR HELPER.

(Special to The Herald.)
Price, Utah, Aug. 14.—And still another independent coal company in Carbon county is now being developed and is to enter the shipping list within the coming thirty to sixty days. It is that of the People's Coal and Coke company, eight miles up the Scofield branch of the Rio Grande Western from Colton. Stephen H. Love is president of the corporation and is responsible for active operations there, while Harry Parline, one of the best and most practical coal operators in this section of the country, is the superintendent in charge of the mines.

Large Acreage.

The company has 450 acres of land, with a vein of commercial and steaming coal opened up of five and a half feet. The opening is within fifty feet of the main line of railroad to the four camps above, which makes the expense of getting the product on the cars insignificant as compared to other mines. While the contract for the chutes and tipples is already let, if it is desired the company may haul its product by wagons to the railroad cars.

Work Commenced.

Superintendent Parline went there Monday with a force of some thirty men and is getting things in shape for placing this coal on the Salt Lake market at once. The Z. C. M. I. at Salt Lake City has made overtures for all the coal that may be produced this fall and winter. Following the building of the tipples and chutes a railroad yard will be put in near Hales and boarding houses and dwellings erected for the employees.

Superintendent Parline thinks he will have no trouble in sending out a production of six hundred to a thousand tons daily within a very short time after equipment is supplied.

SALT LAKE CAPITAL.

Close upon the heels of the announcement of the opening of the second independent coal mine for Carbon county in Hales, comes the information that Salt Lake City capitalists are soon to start work on some large coal measures just above Helper, in Spring canyon. The veins here are large and the acreage ample for a great output for many years.

It will take about four miles of railroad to reach the property and this will be constructed out of the north end of the Rio Grande Western yards at Helper. The Hales property is the property of the independent coal and coke company at Spring Glen. The bridging of the river above Helper is necessary and the road will cross to the west from below the two reservoirs.

J. Tom Fitch of Helper has been doing the local business for the men interested. Announcement of the plans of the company will be made later. David J. Sharp, whose properties close to Helper have been held for some months with the government officials and litigation, has been given little to 160 acres of his ground.

SALT LAKER'S INSTANT DEATH

In Making Coupling His Head Is Caught Between Tender and Some Timbers.

(Special Correspondence of The Herald.)
Ely, Aug. 12.—J. J. O'Connor, a brakeman employed by the Nevada Northern, met a horrible death yesterday afternoon while switching on engine No. 3. He was attempting to make a coupling, when he was caught between the tender and some timbers, and his head was crushed into an unrecognizable mass.

O'Connor was standing on the back end of the tender as the engine was coupling down the switch to the concentrator. The flat car was ahead of him and he did not notice until it was too near the car to jump that some heavy timbers were extending over the end of the car. The unfortunate man's head was caught between the engine and the timbers and was pinned there. When the engineer discovered what had happened he started forward and the switchman's dead body rolled onto the ground. The train crew rushed to where the body was lying, but they had no time to do anything. The dead man's countenance was mashed so that it presented a horrible sight.

O'Connor was 32 years of age and had been here three months. He had lived in Salt Lake, where he worked on the San Pedro road. A mother and a sister are residents of Salt Lake. The mother being Mrs. Anna O'Connor and the sister Miss Martha O'Connor. Mrs. O'Connor is running the Knutsford house in this city.

J. V. Kelly, a close friend of the deceased brakeman, left for Salt Lake in the morning with the body. A message was sent to Coburn yesterday and from there was mailed to the mother, who will receive it this morning. On account of the telegraphers' strike it was impossible to notify the relatives any sooner.

"The O'Connor family has been most unfortunate as during the past few years three of its members have died. Charles O'Connor, the oldest, was killed at Hammond, Ind., in 1892. He was a brakeman on the Erie railroad and met his death in a train accident.

Holden O'Connor was shot during a fight at Rock Springs, Wyo., in 1903. During the fight he was accidentally discharged and he received the bullet. The third son was John O'Connor, who was killed in a train accident. One more son is in Mexico.

SUCCESSOR TO WILLCOX.

Oyster Bay, Aug. 14.—Edward M. Morgan was today appointed successor of New York City, to succeed Mr. Willcox, who resigned to become a member of the New York City public utilities commission.

GUARDED BY POLICE.

New York, Aug. 14.—The police are guarding the Italian church of Father Sorrentino to protect him from "black hand" threats of murder unless \$3,000 is deposited in a designated place.

HARRIMAN OFF FOR THE COAST

Leaves Salt Lake After Grilling Session With His Lieutenants.

EXPRESSES HIS VIEWS

TALK ON RAILROADS COVERS A WIDE RANGE.

His hands jammed hard into his coat pockets, standing with shoulders bent and feet spread wide apart and watching through half-closed eyes the fast receding scenes of the Oregon Short Line railroad yards, Edward H. Harriman was whisked westward at 6:30 o'clock last night from Salt Lake. He remained here a day longer than he expected.

"I have planned no extensions or improvements for the Oregon Short Line at Salt Lake or elsewhere, or for the local street railway system, other than what has already been announced, nor have I purchased the resort at Saltair or the Los Angeles & Salt Lake railroad between Salt Lake and the beach," he said, before his train pulled out into the night.

"I talked with Joseph Nelson, president of the Beach company, last night, but we did not discuss his resort or his railroad at all. The local officials of the Oregon Short Line are handling the matter entirely," he continued.

President Nelson admitted late last night that Vice President Bancroft has made extended inquiries concerning the road to the beach and Saltair, but denied that negotiations had progressed to anything like a final stage.

"I talked with Mr. Harriman Tuesday night, and he had nothing to say about buying the resort or the railroad. This apparently disposes for the time being the rumors that Harriman will secure control in the immediate future of the Saltair resort. Little doubt is expressed that Harriman will have the railroad to it and the deal will undoubtedly be consummated this winter, but there will be no immediate purchase."

Important Conference.

For nearly eight hours yesterday, Harriman and his chiefs sat in conference on the operation and maintenance of the Harriman lines and the Harriman improvement in Salt Lake. The conference was held in the private office of General Manager Bancroft of the Oregon Short Line. The special train was pulled in from the lake about 9 o'clock and by 10 the session was ready for the day's session.

Mr. Harriman was at the head of the table, sitting on a straight-backed office chair. Stubbs, the gray-haired, gray-eyed man who directs all the traffic for the great Harriman system; Kruttschnitt, big and perspiring, director of operation and maintenance; O'Brien, general manager of the Oregon Railway & Navigation; Mohler, vice president and general manager of the Union Pacific; and Calvin, president of the Oregon & Washington railroad, and Calvin, vice president of the Southern Pacific, with Vice President and General Manager Bancroft of the Oregon Short Line, made up the ring of railroaders who sat grouped about Harriman.

What Harriman told these men, the questions he asked them, the orders he gave them, the plans they discussed, and the ultimate decisions they reached on rates, questions of operation and on tariffs through the hot hours of the evening and afternoon, would undoubtedly make an interesting reading could it be typed.

Gives Magnificent Luncheon.

At 1 o'clock in the afternoon Harriman called a halt. Vice President Bancroft announced that luncheon would be served the party at the Alta club, with Harriman as the guest of honor. At the club a most elaborate meal was served. The affair was entirely informal, and Vice President Bancroft had for his guests Messrs. Harriman, Kruttschnitt, Clark, Mohler, O'Brien, Farrell, J. Ross Clark, R. E. Wells, Fred A. Wann, P. L. Williams, J. A. Reeves, D. H. Burley, E. Buckingham, J. A. Stubbs, J. V. Pay, president of the Galesburg-Harrisburg road, and E. Randolph, president of the Sonora railroad, with headquarters at New Orleans. The menu was the finest the Alta club could prepare, and at 2:30 o'clock in the afternoon Harriman led the way back to Mr. Bancroft's office.

It was 6 o'clock when the doors of the office swung open again and the railroaders emerged. They were with the heat of the long afternoon. Harriman was tired and showed it. He went immediately to his train. Not a trace of nervousness, however, did he exhibit as he sat down in a comfortable wicker chair on the observation end of the "Arden" while his train was being put in snipe for the start for California.

Does Not Fear Arrest.

"Are you in any fear of arrest or criminal prosecution as suggested by Attorney General Bonaparte?" was the question that opened the interview. "Not the slightest. I am too busy running railroads and I have nothing to do with politics, anyway."

"Will you talk today of general railroad conditions and of the reported congestion of traffic on all lines throughout the country?"

"Yes, and I am going to illustrate what I say." Last winter I went to Groton, Mass., where my son is in school. I lived in my car while there and of course couldn't help noticing the condition of the local yards. There were three coal cars and one box car on the siding and unloading the three coal cars were two one-horse carts, and at one of the cars they were actually screening the coal as they unloaded it. Now, right on the other side of those coal cars was a coal shed. If that coal had been unloaded into the shed instead of into the carts, the cars might have been moved out onto the road again to haul someone else's coal.

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